

PUBLIC TRANSIT

The long-term development of Mission Valley as a vital regional employment and residential community may be severely impacted by total reliance on the automobile. In order to accommodate projected development it is essential that public transit corridors and stations be provided. Use of public transit (alternative transportation systems), specifically a light rail transit (LRT) line, could go a long way in preserving the vitality of Mission Valley. With proper studies and the determination of the transportation impacts the LRT and other transit systems will have on the surface street system, it may be possible to grant some limited development intensity increases. Mission Valley development, already severely limited by the vehicular transportation system, could be offered new development opportunities. Through cooperation among the various private interests, and working together with government, a new transportation system could be developed that would ensure the long term viability of Mission Valley as a major transportation hub of the San Diego region.

Light Rail Transit

An essential element of the long-range transportation solution for Mission Valley is the extension of the regional light rail transit (LRT) system. The LRT provides an alternative method of moving commuters through the Valley. An extension could include a line running from downtown, through the Valley to the vicinity of the Stadium with future extensions to the east county area and north to Escondido (via I-15). Preliminary studies indicate that ridership in the Valley would be relatively high. The LRT corridor may also provide opportunities for higher intensity of development as described in the Development Intensity Element.

The LRT should be incorporated along an east/west alignment with an exclusive right-of-way, separated as much as possible from cross-traffic. The Metropolitan Transit Development Board (MTDB) on May 3, 1984, adopted a preferred LRT alignment through Mission Valley. The alignment is located south of Friars Road and north of the river corridor except for a segment between SR-163 and Stadium Way which is located to the south of the river corridor. This alignment provides the greatest potential access (based upon a 1,000-foot radius or "walking-distance") and, as much of the property is undeveloped, the best possibility for securing the necessary right-of-way. The precise alignment is subject to further study and development project proposals or subdivision approvals. The final alignment of the LRT, as ultimately constructed, is subject to precise engineering studies and additional environmental studies by MTDB to determine any mitigation necessary resulting from any possible encroachments into wetland habitat areas. It is anticipated that the ultimate alignment of the LRT will preclude encroachment into wetland habitat areas to the maximum extent possible. Since the preferred alignment as adopted by MTDB is incorporated in this plan document it will not be necessary to process a plan amendment pertaining to the ultimate alignment of the LRT.

Transit stations or shops should be located at approximately one-half mile intervals along the LRT route. Station locations should be coordinated with bus routes and stops. Preferred locations are those at or near crossroads and at major activity centers. Activity centers include the major retail centers, large office buildings or complexes, and high-density residential areas.

Public Bus System

Mission Valley currently functions as a major destination and transfer point for bus routes serving the San Diego region. In November 1980, the Fashion Valley Transit Station opened in the Fashion Valley Shopping Center. This passenger boarding and transfer facility serves over 4,000 transit riders per day. Seventy-seven percent have an origin or destination at Fashion Valley; the remaining twenty-three percent are connecting with trips to and from either another point in Mission Valley or outside the community.

Since January 1980, San Diego Transit (SDT) has had an informal agreement with the management of both Fashion Valley and Mission Valley Shopping Centers to allow commuters to park there. Currently this has only appealed to a small number of commuters. If it becomes a major Park-and-Ride Center these agreements maybe reviewed by the Fashion Valley and Mission Valley Shopping Centers to avoid interference with customer parking. Currently commuters wishing to park in these areas must contact security and park in specially designated areas. No specific number of spaces are set aside for this particular use. The Park-and-Ride is not advertised or promoted by San Diego Transit but is allowed to occur on a limited informal basis.

Bus service provided to Mission Valley by SDT appears excellent in terms of the amount of route coverage and headways (time between buses) provided. However, since the Valley is itself an urban center with many regional attractions, the transit system utilization system is comparatively poor. At present, there are seven bus routes serving Mission Valley. They include: Route 80 - Pacific Beach to San Diego State via Mission Beach, Fashion Valley and Mission Valley Shopping Centers; Route 43 - Downtown San Diego and Allied Gardens via Fashion Valley Shopping Center, Mission San Diego De Alcala and Grantville; Route 6 - North Park to Point Loma via Mission Valley and Fashion Valley, Hotel Circle and Old Town; Route 20 - Downtown San Diego to Rancho Bernardino via Fashion Valley; Route 47 serves Fashion Valley via Genesee; Route 16- College Grove Shopping Center to Mission Village via Lemon Grove, Market Street, Downtown, Fashion Valley and Mission Valley Shopping Centers, and Route 25 -Downtown San Diego to Clairemont via Mission Valley.

SDT also operates shuttle bus service for football and baseball games at the stadium; based upon the 1981 seasons, SDT carried approximately five percent of the overall gate attendance. This compares to approximately two percent of all the trips in the region. In addition, private charter bus lines transport a portion of the overall gate attendance to the football and basketball games. Since the stadium parking area can accommodate 300 buses a significant portion of the gate attendance can be potentially transported by both San Diego Transit and private charter bus lines. A much higher transit ridership could be achieved with more buses and a higher level of service. This would, however, require additional parking area to be reserved for the exclusive use of buses.

The number of Transit routes coming into the Valley is relatively significant. The routes have been designed to mix trips throughout the region and to provide accessibility within Mission Valley. They serve the major destination points and transfer facilities. Express routes serve both the north/south and east/west freeway corridors while local routes connect to neighborhoods on all sides of the Valley. San Diego Transit believes that additional routes, additional stops and

modification of the routes for Mission Valley could substantially increase ridership within the Valley area. By providing a more complete bus system in the Valley, trips to the offices located on the south side of I-8 or office buildings east of Mission Valley Shopping Center could greatly increase transit ridership in the Valley. Public transit as a solution to some of the Valley's traffic problems can only be achieved with improved bus access, reduction of traffic congestion to reduce delays, safe pedestrian access to stops, and an increased number and size of red curb bus stop zones.

Intra-Valley “People Mover” System

A “people mover” system generally handles trip distribution within compact areas. These systems usually collect trips from major transportation systems (freeways, streets, transit terminals) and distribute them within a community such as Mission Valley. The use of such a system in the Valley could help alleviate congestion on the surface street system. Since the configuration of the Valley precludes the compactness of development necessary to foster strong pedestrian movement patterns, the existence of “people mover” or private intra-Valley transit system becomes a viable substitute for short distance vehicle use and, as a result, removes trips from the surface street system. The substitute is particularly desirable for the movement of shoppers between retail centers, and the movement of workers, clients, and visitors between offices, restaurants, and entertainment or recreation attractions.

The initial system in the Valley could consist of buses utilizing the surface street system to connect the various activity centers. This may eventually be replaced by a more sophisticated system (perhaps even an elevated guideway) as part of major new development projects in the Valley. The establishment of such a system should be initiated by property owners in the Valley, and administered through the formulation of a transit authority. The routes would be determined some time in the future. Figure 16 indicates how such a system might interface with the LRT.

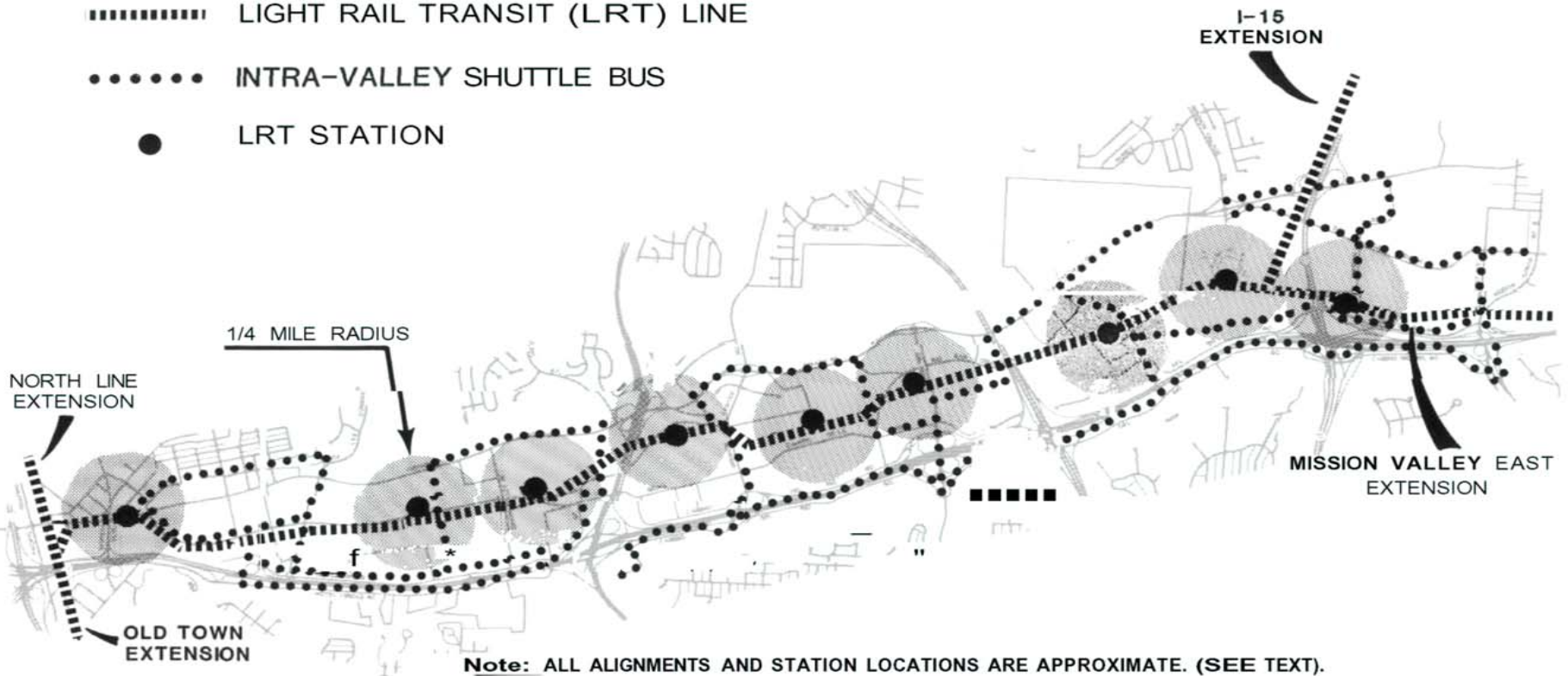
OBJECTIVES

- Encourage the use of public transit modes to reduce dependency on the automobile.
- Provide opportunities for individual property owners to achieve a higher use of their property through support of more efficient transportation modes.
- Provide financing for public transportation facilities through both public and private sources including the use of assessment districts.
- Provide mitigation for traffic generation impacts through the provision and/or financing of public transportation facilities on a project-by-project basis.

..... LIGHT RAIL TRANSIT (LRT) LINE

..... INTRA-VALLEY SHUTTLE BUS

● LRT STATION

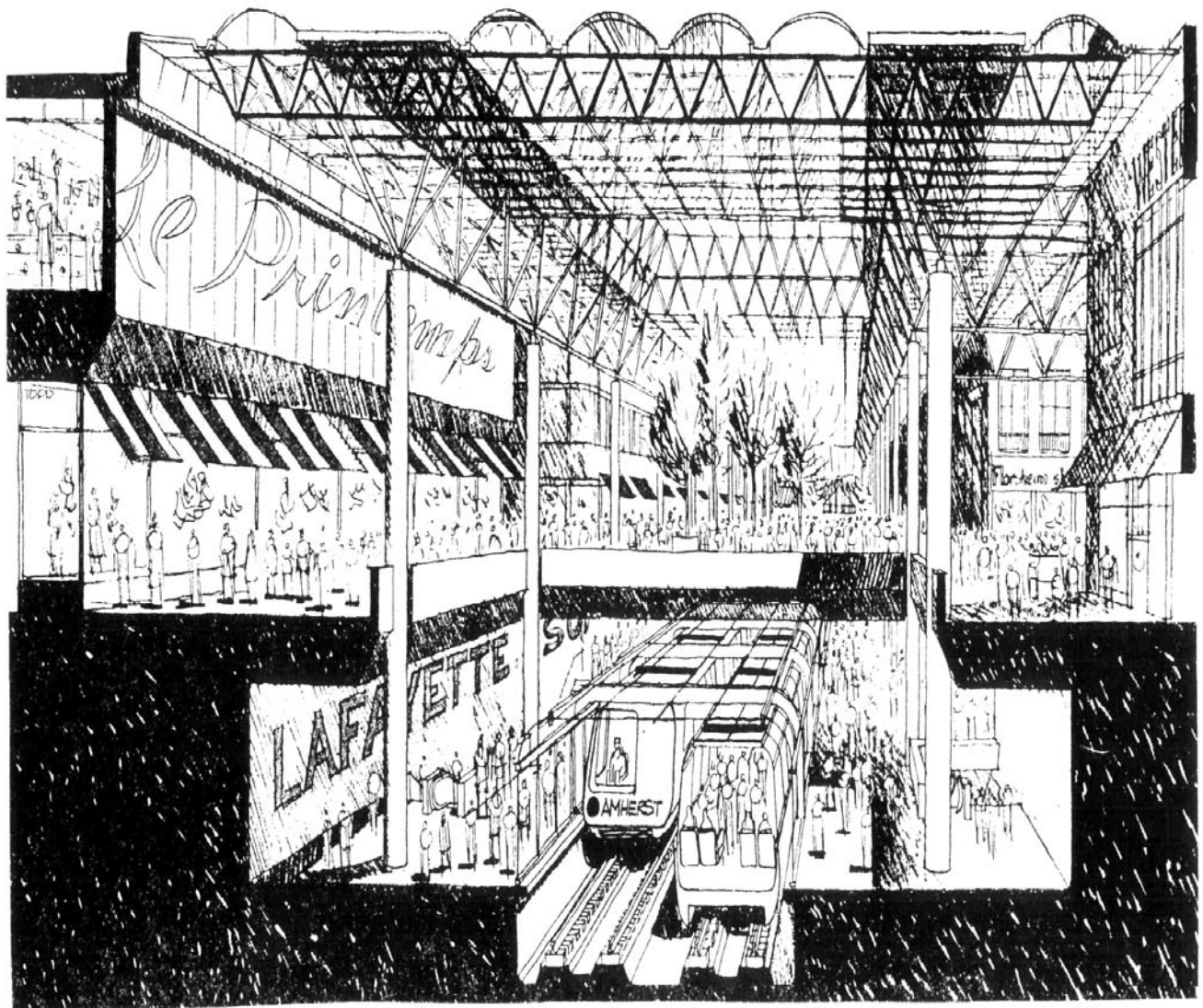


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PROPOSED LIGHT RAIL
TRANSIT W/SHUTTLE SERVICE

MISSION VALLEY COMMUNITY PLAN

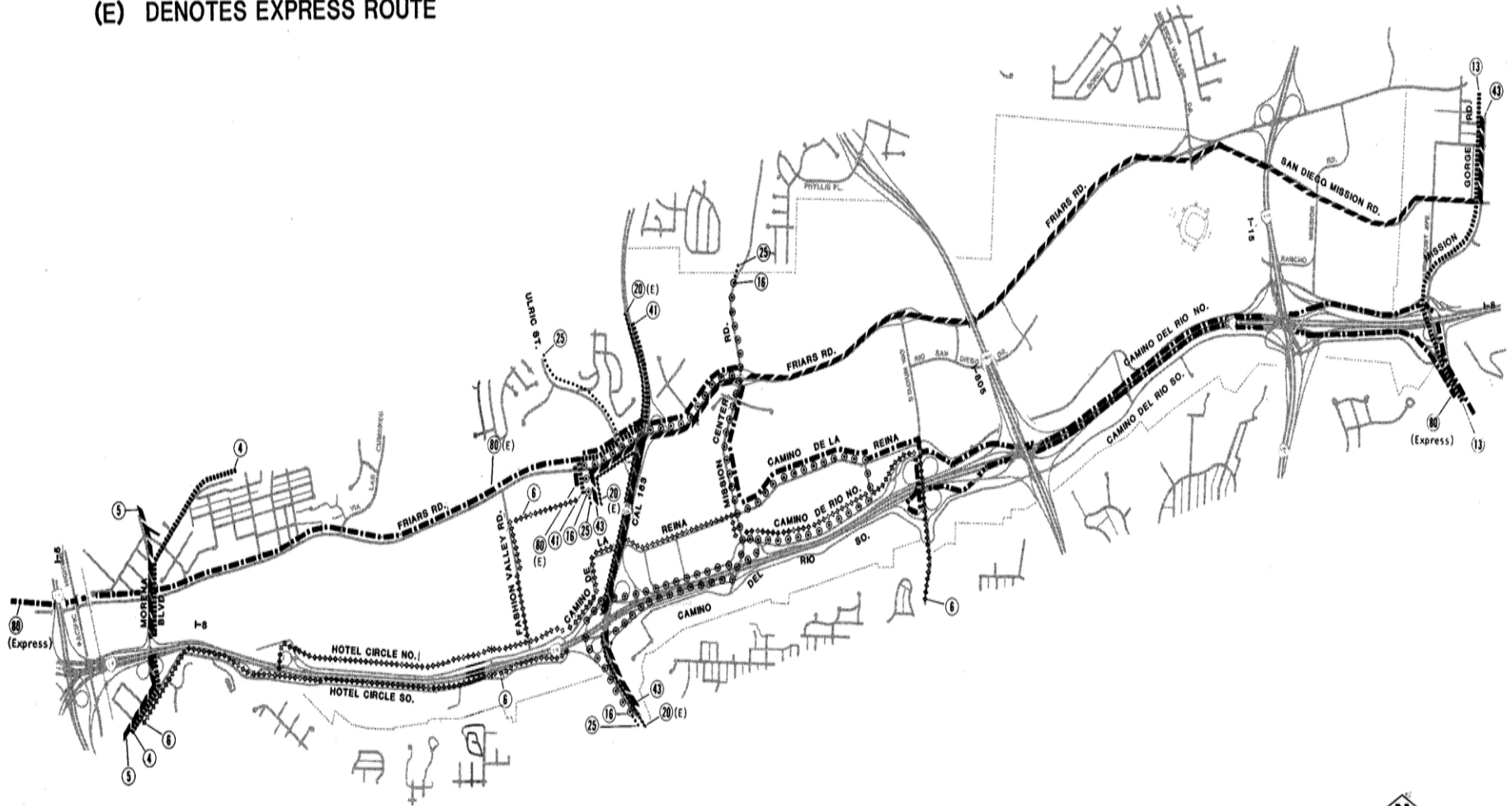
FIGURE
17



Suggested design concept for Light Rail Transit Station at Urban node

① BUS ROUTE NUMBERS

(E) DENOTES EXPRESS ROUTE



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EXISTING TRANSIT ROUTES MISSION VALLEY COMMUNITY PLAN

FIGURE
19

PROPOSALS

- Improve responsiveness of the City's bus system to Valley needs.
- Encourage private bus, taxicab and shuttle services to supplement the public system.
- Encourage a higher level of public transit service to the stadium during scheduled events.
- Extend the LRT line from downtown to Mission Valley and ultimately to Escondido via the Interstate 15 corridor and to the East County via the Interstate 8 corridor.
- Establish methods of financing and phasing public transit improvements.

DEVELOPMENT GUIDELINES

- Implement all means of reducing dependency on the automobile. In addition to public transit, bicycles, and new pedestrian facilities, private development should be encouraged to participate in the following modes of transportation and Transportation Systems Management Program (TSMP) techniques:
 - a. Van-pooling
 - b. Car-pooling
 - c. Park-and-Ride (public and private)
 - d. Bicycle park-bus ride (public and private)
 - e. Piggyback bicycle-bus transportation
 - f. Jitney Service
 - g. Taxis
 - h. Employer subsidies of transit passes for employees
 - i. Ridesharing
 - j. Flextime (Staggered work hours)
 - k. Preferential parking programs
 - l. Any other current TSMP techniques which are available and may be applicable at the time of project review

- Achieve greater public transit responsiveness to Valley needs by:
 - a. Encouraging SDT and MTDB to study the possibility of locating additional bus destination transfer facilities in Mission Valley.
 - b. Encouraging property owners to establish a shuttle bus or intra-Valley “people mover” system (administered through a transit authority) to serve major facilities in Mission Valley. The new routes should link the offices on the south side of I-8 with proposed residential areas north of Friars Road, and new residential developments with commercial areas. In addition, an intra-Valley shuttle should connect with the regional transit points in the Mission Valley/Fashion Valley shopping centers.
- Encourage greater public use of the transit system to events at San Diego Jack Murphy Stadium by:
 - a. Establishing more pickup points in heavily congested areas outside Mission Valley, preferably “park and ride” locations.
 - b. Setting parking fees high enough to encourage people to car-pool or use buses.
 - c. Developing faster ingress and egress routes and policies for buses.
 - d. Providing greater numbers of buses which leave at various times from several locations.
- Implement the Transit Route Plan developed by the San Diego Metropolitan Transit Development Board (MTDB).
- Eliminate on street parking at key destinations within the community to provide safe bus turnout and stop areas and design transit related improvements into those streets which are designated as transit routes.
- Provide transit stops which are:
 - a. Integrated into buildings, pedestrian areas, or urban plazas.
 - b. Sheltered from sun, wind, and rain.
 - c. Highly visible to pedestrians and riders through signage, color, selection, and structural design.
 - d. Located at major activity centers.
 - e. Carefully integrated into the street design through additional rights-of-way requirements, special transit shelter design, landscaping, security lighting, ornamental paving, and other appropriate design techniques.

PARKING AND GOODS DELIVERY

On a project basis, parking supply and demand are often not well matched, leading to some local parking problems.

Three large parking lots exist in Mission Valley. Two of these are free-Fashion Valley Shopping Center (5,552 spaces) and Mission Valley Shopping Center (6,681 spaces). San Diego Jack Murphy Stadium has approximately 17,000 pay spaces. Usually, this supply of spaces is under-used. These lots are full only a few days a year - during the holiday season at the shopping centers, and during event sellouts at the San Diego Jack Murphy Stadium.

The demand for on-street parking spaces illustrates that the deficiencies are found at or near major office complexes, restaurants, automobile dealerships, and in residential areas. Additionally, the tendency to develop parking spaces in a piecemeal fashion (dividing the areas on the basis of ownership) often results in adjacent parking areas in which one lot is full or overcrowded while the other lot is nearly empty. Comprehensive development of parking areas would result in greater efficiency and use.

A recent trend of increased employee density may require revaluation of parking requirements, especially for office employee parking. It is apparent that the crowding of employees into smaller spaces is occurring. Inflation in construction, land acquisition and leasing costs, is a major contributing factor to this trend.

A direct result of inflation is the increase in the number of fee parking facilities, the policy of charging for parking helps defray the considerable cost of providing parking spaces. However, people will seek free-on-street parking to avoid parking fees. This accounts, in part, for the existing on-street parking demand in the vicinity of pay parking facilities.

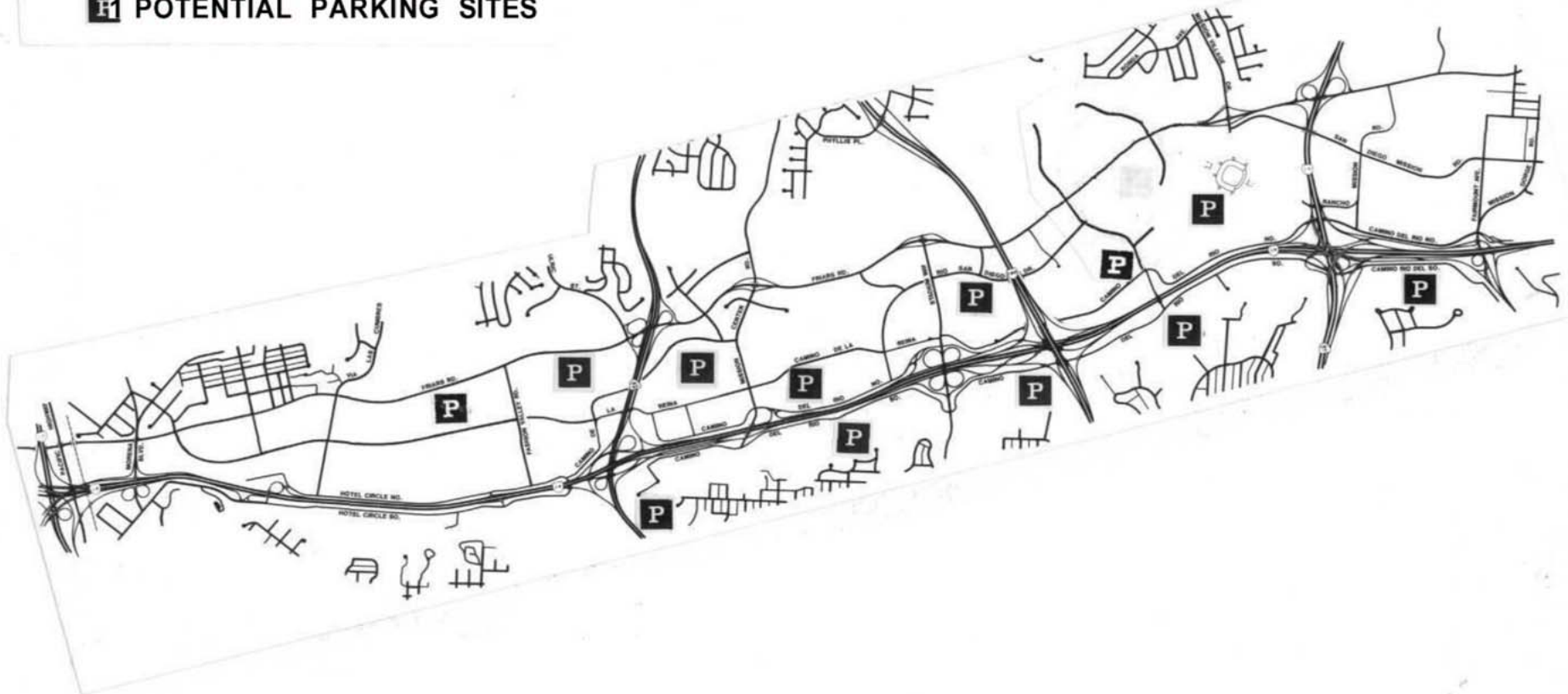
A possible solution to this problem is to create special parking districts. Certain areas within the community could establish parking reservoirs to be used by a number of businesses or buildings and be served by a mode of public transit. Possible locations for these consolidated or shared parking areas are shown on Figure 20. Shared or consolidated parking may provide an economical alternative to individually provided on-site parking, particularly on small parcels or those with floodway or hillside review zoning.

Goods delivery is a necessary and indispensable function in Mission Valley and, as such, is an integral factor in the circulation system. Delivery vehicles are generally trucks and vans. Conflicts between these vehicles and through traffic occur when such vehicles park on the streets during deliveries, blocking one or more traffic lanes.

OBJECTIVES

- Provide adequate off-street parking for all new development in Mission Valley.
- Coordinate and combine parking areas and goods delivery to provide a more efficient use of land area.

P1 POTENTIAL PARKING SITES



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CONSOLIDATED PARKING AREAS
MISSION VALLEY COMMUNITY PLAN



FIGURE
20

PROPOSALS

- Discourage on-street curbside parking.
- Minimize conflicts between driveways and traffic flow.
- Encourage more efficient use of existing parking facilities, including the San Diego Jack Murphy Stadium parking lot.
- Provide a goods delivery system which doesn't conflict with other elements of the circulation system.
- Provide adequate, well-designed off-street parking facilities.

DEVELOPMENT GUIDELINES

Off-Street Parking:

- Provide attractively designed parking structures or underground facilities to reduce the area of a site which must be devoted to parking. Auto-oriented uses such as service stations and drive-thru facilities should be integrated into the design of the parking facilities.
- Driveways should not be permitted along primary arterials and major streets where lower classification streets are available to provide adequate access. If driveways along major streets cannot be avoided, then design parking facilities to minimize the number of driveways needed. Private access roads may be used for combined parking areas.
- Design parking facilities to ensure proper access and specify if for use by residents, employees, customers, visitors, goods deliveries or the handicapped.
- Modify the off-street parking requirements contained in the zoning regulations by developing comprehensive zoning regulations tailored specifically to the Mission Valley community. Parking requirements should apply and be enforced throughout the entire planning area. Exclude on-street parking from consideration for meeting these parking requirements.
- Provide landscaping in parking areas in the form of mature trees and screening hedges and shrubs. Use native, or drought resistant plants, and compatible vegetation along the river. Parking area landscaping should consist of large canopied trees and parking area edges should be mounded and be landscaped with shrubbery.
- Provide for safe and convenient pedestrian movement both within and to and from parking areas. Pedestrian ways should be incorporated into the design of parking areas so as to provide pedestrian passage through parking areas to pedestrian destinations (buildings, streets, etc.)

- Design parking facilities to be adequate for both initial development and future expansion of land uses in terms of size and intensity. For example, initial parking facilities could be surface lots capable of eventually accommodating parking structures. Surface lots could also reserve land for future development and provide multi-purpose parking areas and urban plazas through the use of decorative paving, kiosks, and other pedestrian and visual amenities.
- Encourage efficient use of parking resources through development of a comprehensive Valley-wide parking program to include:
 1. Off-site parking facilities to efficiently accommodate parking overflows in nearby areas.
 2. Sharing of parking facilities by various non-competing users.
 3. Staggering user hours.
 4. Providing parking districts by identifying parking facilities that can serve several business activities in the same area.

On-Street Parking:

- Eliminate on-street parking along primary arterial streets and newly constructed major streets.
- Widen streets where necessary, to accommodate the needed number of traffic lanes; based on transportation needs forecasts for Mission Valley.
- Provide acceleration and deceleration lanes, turning pockets, and bus lanes, if necessary. Paint curb areas red to reduce curb parking at intersections and along existing major streets and collector streets where on-street parking is currently allowed.

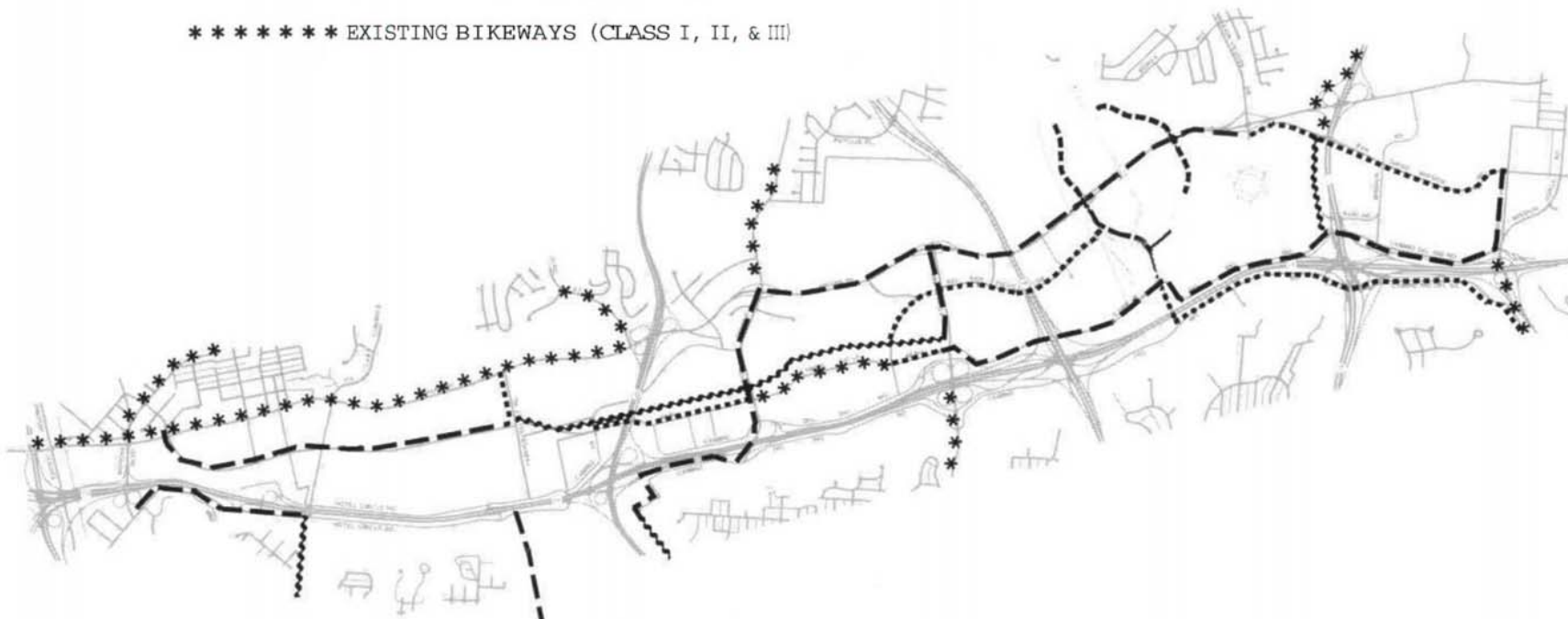
Goods Delivery:

- Discourage the use of public rights-of-way for the loading and unloading of goods by providing adequate delivery areas.
- Provide off-street loading and unloading bays where possible for new commercial and recreational developments. Recommended standards require at least one 12-foot by 40-foot bay per 40,000 square feet of any fraction thereof of net usable floor area. Incorporate these requirements into the appropriate zoning regulations.



Existing bikeway route in Mission Valley

- ~~~~~ PROPOSED PATH (CLASS I)
- PROPOSED LANE (CLASS II)
- PROPOSED ROUTE (CLASS III)
- ***** EXISTING BIKEWAYS (CLASS I, II, & III)



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BIKEWAYS
MISSION VALLEY COMMUNITY PLAN

FIGURE
21

BIKEWAYS

Bikeways are classified into three general categories based on the degree or extent of their improvements, as follows:

BICYCLE PATH - A completely separate right-of-way for the exclusive use of bicycles. (Class I)

BICYCLE LANE - A restricted right-of-way located on the paved road surface the traffic lane nearest the curb, and identified by special signs, lane stripping, and other pavement markings. (Class II)

BICYCLE ROUTE - A shared right-of-way designated by signs only, with bicycle traffic sharing the roadway with pedestrian and motor vehicles, (Class III)

Mission Valley contains a major segment of the citywide bikeway system. This regional bikeway, to be built in three phases, will extend from Quivira Way (Mission Bay) to I-15. Other proposed bikeways would connect Mission Valley with Hillcrest and Mission Hills.

OBJECTIVES

- Create an intra-community bikeway system which would provide access to the various land use developments within the Valley, and connect to the regional system.
- Encourage bicycle use in the Valley.

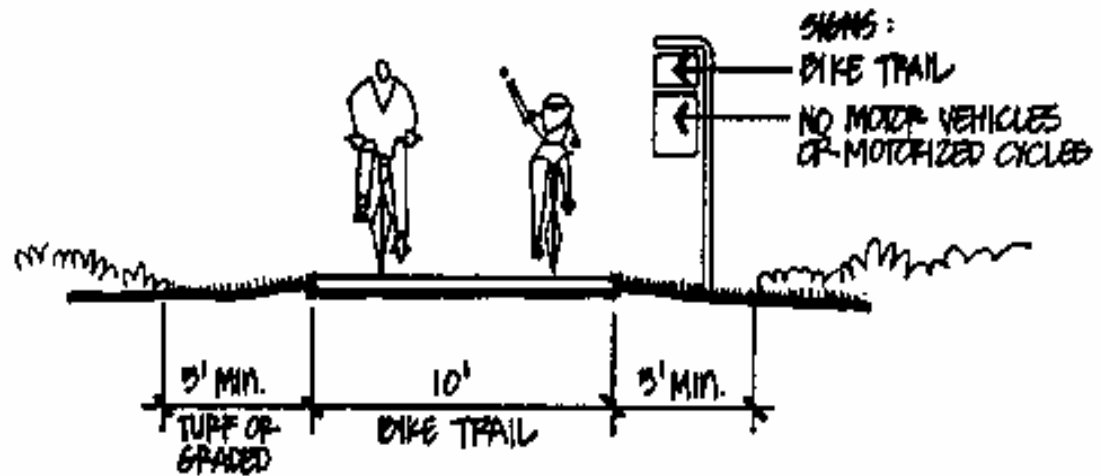
PROPOSALS

- Designate a community bikeway system as shown on Figure 21.
- Complete key elements of the regional bikeway system and connect it to adjacent communities.

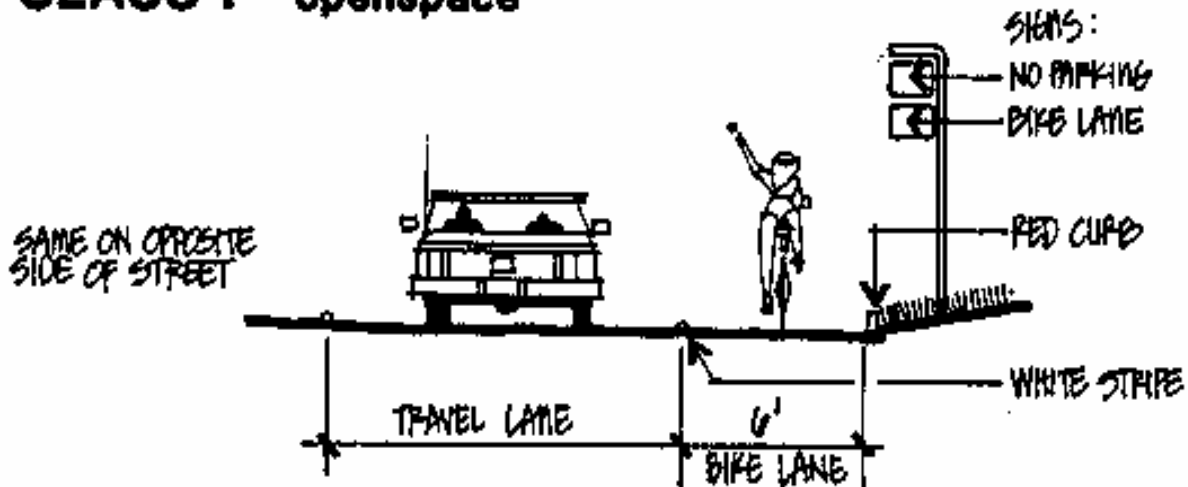
DEVELOPMENT GUIDELINES

- Design bikeways to meet the minimum standards included in the current CALTRANS Highway Design Manual and in the current City of San Diego Council Policy 600-4.
- Provide secure bicycle parking at activity areas, including transit stops, commercial areas and sports/recreational facilities.
- Provide lockers, shower and changing facilities at major developments in order to encourage the use of bicycles and bikeways by employees.
- Install bicycle sensitive signal detectors at signalized intersections along commuter routes.
- Utilize assessment districts and conditions placed on development permits to provide, among other improvements, bikeways.

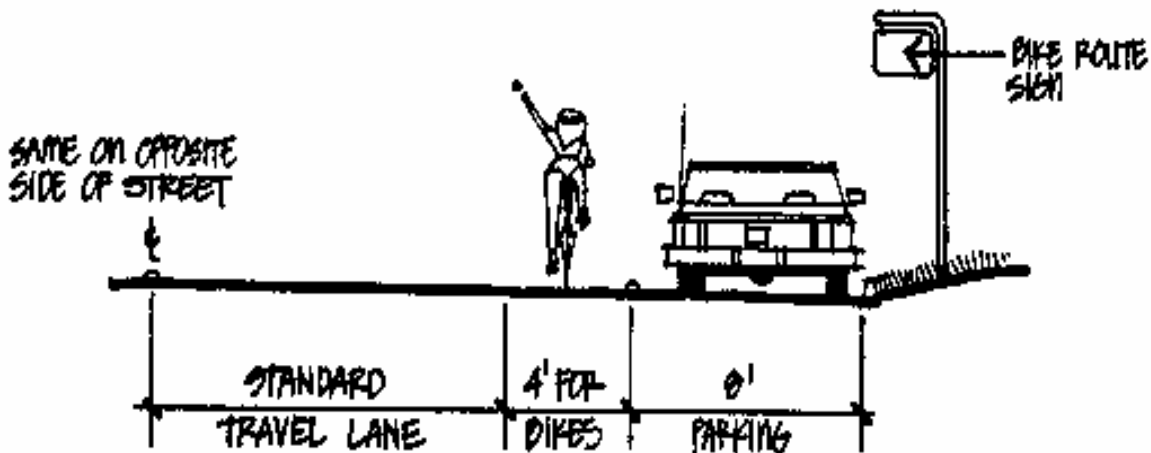
BIKEWAY DESIGN SPECIFICATIONS



CLASS I openspace



CLASS II major street



CLASS III neighborhood street



Encourage pedways to avoid pedestrian/automobile circulation conflicts

PEDESTRIAN CIRCULATION

Throughout its urban history, Mission Valley has developed with a strong automobile orientation. Pedestrian activity has been actively discouraged everywhere outside of the central malls at the two regional shopping centers. Such basic pedestrian amenities as sidewalks and crosswalks are found in only a few-locations (usually within a residential development) and do not lead anywhere. There has in the past, been little or no effort to encourage or provide for this significant mode of transportation. As Mission Valley continues to develop as a major urban center, pedestrian circulation will become an increasingly important aspect of the overall circulation system for the community.

Walking is a form of transportation which must be provided for, especially in neighborhoods for short trips to local commercial and public facilities and in business areas where many shoppers congregate. Sidewalks, malls and similar spaces provide not only for pedestrian movement but also for children's play, socializing among residents, window-shopping, and sitting and watching. Congestion occurs on sidewalks in high activity areas, just as it does on streets. The inadequacy of pedestrian space creates inconveniences for those trying to pass through and those shopping or stopping to talk or look or rest.

A pedestrian circulation system for Mission Valley should be designed with the following characteristics as basic criteria:

1. *Continuity*— The pedestrian circulation system should achieve continuity by the incorporation of plazas, courts, and interior arcades connecting all pedestrian activities of major significance, the pedestrian system should also connect smoothly with other transportation components, thus providing a continuity in pedestrian scale between changing modes of movements. Visually, the pedestrian system can provide a sense of unity among adjoining buildings and strategically placed skyways can form effective gateways into development projects.
2. *Convenience* — A functional system should be convenient for the pedestrian (i.e., easy to find and use with a minimum of circulation level changes).
3. *Safety* — The pedestrian system, as designed and defined herein, is intended as a safe system of people movement kept apart from vehicular traffic.
4. *Comfort* — The entire system should be well lighted, spacious, and well maintained.

The design should be orderly and the pedestrian needs emphasized in terms of walkways, furnishings and aesthetics.

5. *Entertainment* — Surprises, happenings, and exhibits can all be part of the total experience for people walking through the pedestrian circulation system. Arcades may contain retail shops, banks, brokerage offices, art galleries, information booths, kiosks, and special places for newsstands, vendors, and flower stalls. The courts can become exciting places for both children and adults to gather, eat or watch other people passing by.

In many high-activity areas the sidewalks are narrower than required for pedestrians. Where pedestrian traffic is high and through vehicular traffic is light or can be moved to alternate routes or reduced by transit improvements, some street space should be converted into wider sidewalks, landscaped strips and sitting areas. Through traffic should be discouraged or eliminated to avoid conflicts which inconvenience drivers and pedestrians alike and which may increase accidents. In a high-density residential area with little open space, wider sidewalks and small plazas should be created to provide more usable space as well as to discourage through traffic.

Pedestrian walkways should be sharply delineated from traffic areas, and set apart where possible to provide a separate circulation system. Separation should include landscaping and other barriers, and walkways should pass through the interiors of blocks wherever practical. Walkways that cross streets should have pavement markings and good sight distances for motorists and pedestrians.

Driveways across sidewalks should be kept to a practical minimum, with control maintained over the number and width of curb cuts. Barriers should be installed along parking lots to avoid encroachments on sidewalks, with adequate sidewalks, with adequate sight distances maintained at driveways. Truck loading should occur on private property rather than in roadways or on sidewalks, and sidewalk freight elevators should be discouraged.

Where streets are designed for high volumes or relatively high-speed vehicular traffic, adequate provision must be made for safe and convenient pedestrian crossings with bridge structures or tunnels if necessary. This is especially important in higher density residential areas. Wide streets should have adequately timed lights and median strips or islands at intersections to allow safe crossings. If grade separation of pedestrian and vehicular movement is necessary; the roadway should be depressed to maintain continuity of pedestrian paths wherever possible. If a change in pedestrian level is required, ramps, escalators or elevators are usually preferable to stairs.

In order to reduce the hazards of traffic at night, and provide security from crime and other dangers, public areas should have adequate lighting. Although the need for lighting is general, special attention should be given to crosswalks, transit stops and to pathways in open space and around buildings. Care should be taken to shield the glare of any such lighting from residential properties.

Large integrated developments are expected to accommodate the pedestrian by providing passage through the interior or possibly creating another level of pedestrian activities separated from the street grade. Activities, attractive street furnishing, and public space are expected to become part of the pedestrian experiences.



OBJECTIVE

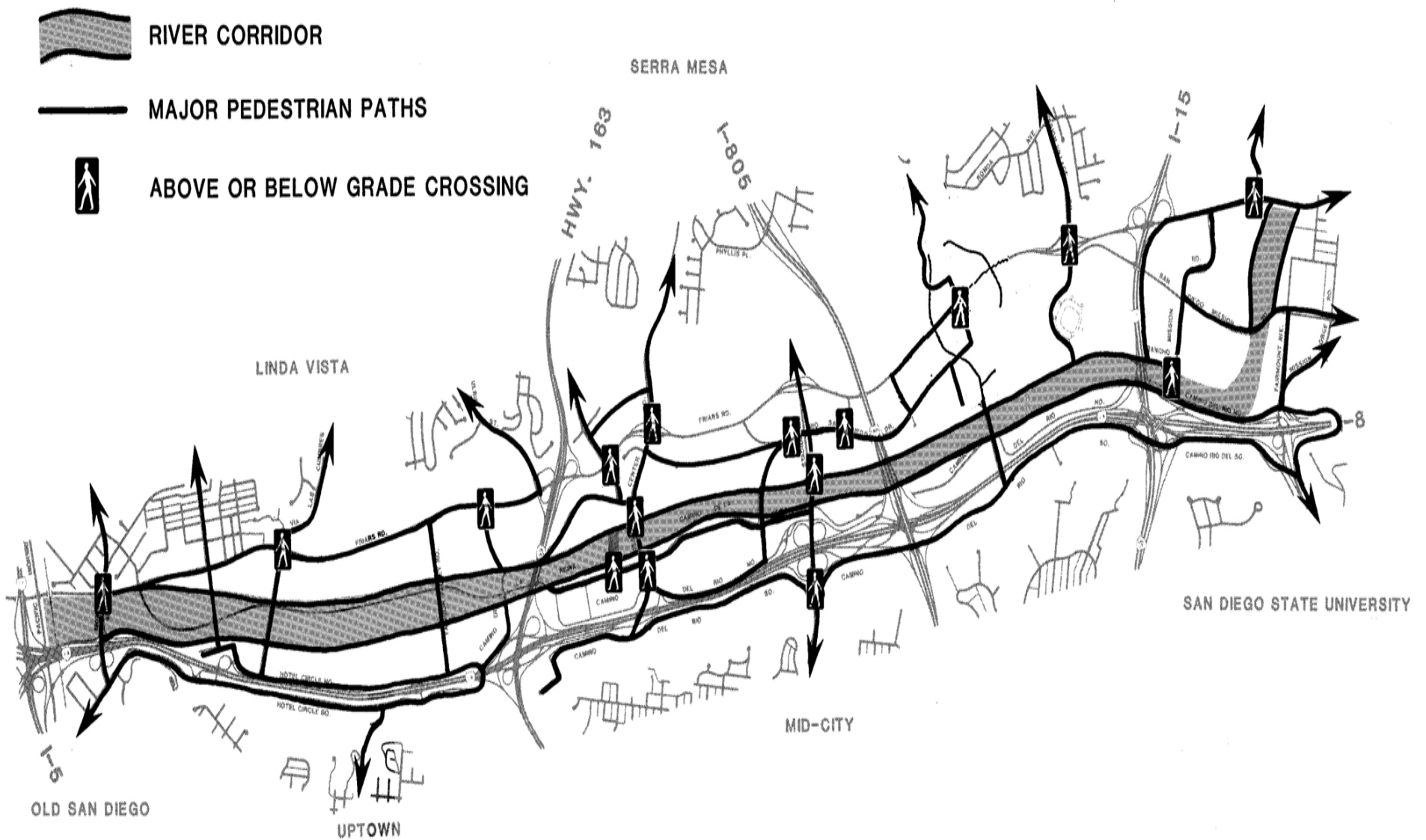
- Improve the visual quality as well as the physical efficiency of the existing and future pedestrian circulation system.

PROPOSALS

- Ensure convenient and safe pedestrian crossings.
- Provide adequate light in public areas.
- Provide a continuous pedestrian circulation system (east-west and north-south) to connect activity centers, residential development, and to provide access to adjacent communities with grade separations if necessary for pedestrian safety.
- Design walkways and parking facilities to minimize danger to pedestrians.
- Widen sidewalks where intensive commercial, recreational, or institutional activity is present and where residential densities are high.

DEVELOPMENT GUIDELINES

- Pedestrian and/or bikeway access should be provided along the length of the river as generally shown on Figure 22. The pedestrian and bikeway access should be placed in the buffer areas and in the floodway according to the criteria provided in the San Diego River Element, with lookouts developed at strategic areas along the river bends to afford views of the habitat areas.
- All pedestrian walks should have a minimum width of 10 feet in order to encourage pedestrian use and related activities (i.e., vendors). In areas of high development intensity, widths of 15 feet to 20 feet or greater should be considered with the use of landscaping to buffer the pedestrian from the automobile.
- Separated pedestrian areas should be provided within the improved right-of-way on the major street crossings of the river. Other river crossings may be considered for pedestrian access only as part of the nature trail network. River crossings may be provided as long as they are found to be consistent with the necessary protection and habitat enhancement measures and can be adequately maintained.
- Urban plazas and project recreational areas for the commercial, residential, hotel and office development should have direct links to both the river and the public streets parallel to the river, re; Friars Road and Camino de la Reina.
- Landscaped pedestrian sidewalks should be provided along all public streets to encourage pedestrian activity and expedite pedestrian access. Trees should be located adjacent to the curb to provide pedestrian scale and separation from vehicular activity without reducing normal sidewalk area. Tall, canopied trees are preferable to other trees.



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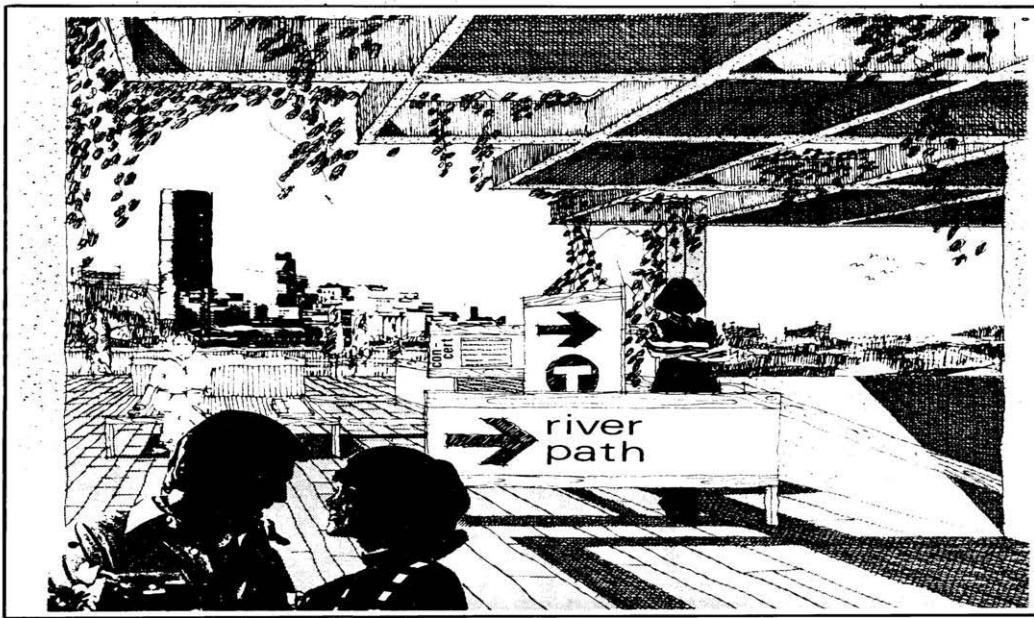
PEDESTRIAN CIRCULATION SYSTEM MISSION VALLEY COMMUNITY PLAN

FIGURE
22

- Projects should front on the public street and provide identifiable pedestrian access from the street into the project, even in areas where parking lots are located between the street and the buildings.

Pedestrian crossings should be identified through special paving design or materials. In the event that mid-block pedestrian crossings are provided, they should be designed in accordance with applicable standards of safety and design.

- Areas of high pedestrian activity, which need to be linked above-ground (through the development of platform or bridge structures) or below-ground (through tunnels). These bridges or tunnels should connect high pedestrian activity areas and should be located in such a way as to link pedestrian areas as directly as possible. As an alternative, where feasible, roadbeds may be elevated or depressed to facilitate pedestrian crossings.



*Pedestrian access to the San Diego River Open Space
and recreational system is of special importance*

- Large development projects (PCDs or Specific Plans) should provide not only internal pedestrian circulation, but should ensure continuity community-wide by connecting the internal system with adjacent projects and the community-wide pedestrian system.
- Handicapped access must be provided to all areas of pedestrian activity, parking areas, buildings, pedestrian linkages, and the community-wide pedestrian system.